1961 Volvo 544
$34,900

This car is a weapon: built tough and fast for tarmac rallying, it’s ready to go for a heap of fun on trackdays, circuit racing and hillclimbs. Humble your opponents, scare the kiddies, thrill the gobsmacked spectators! If chasing Outright wins at Targa is too extreme, tone it down a small notch and whip through Targa’s challenging TSD (Time, Speed, Distance) competition, knowing you’ve a very competent highly developed tarmac terroriser to chase the clock.

A story of the original build was provided by Mike Batten on the Volvo Adventures website:
http://www.volvoadventures.com/Mike_Batten/PV544.html The car was further developed across a number of Targa Tasmania campaigns: reliability, durability and speed were honed to achieve multiple podium places. 144kw at the rear wheels! (Dyno charts available). Mike’s notes of the full spec’ are provided below.

The car presents very very well, and when on full throttle sounds fantastic. Some great video is provided on YouTube:

- 2008 Targa Tasmania at George Town
  https://www.youtube.com/watch?v=cg6uGMJ_Y_g
- 2010 Targa Tasmania at Mount Black in-car:
  https://www.youtube.com/watch?v=Z45H42khjrl
  https://www.youtube.com/watch?v=EhCB8yUOBAY

This is a real value buy, a complete package which includes a fully developed and tuned car, after market assistance including Targa logistics and 14 years of development. The cost to build from scratch would be around $120,000 – including Murray Coote shocks and one of Gary Comerford’s (Mr Volpro) most developed engines.

Current owner Mike Batten will help with advice and setup. An extensive list of parts comes with the car. The team at VDP (Volvo Downunder Parts) will help prepare you and the car for a ton of thrills!

Call owner Mike Batten (02) 46 809 269 (preferred) or 0400 174 579 or
Volvo Downunder Parts – Gerry 0412 221 211 or Ashley 0410 658 967

Inspection by appointment in Sydney. We can arrange delivery interstate.
1961 Volvo 544 - Technical Specification

- **Engine:**
  - Volvo B20, bored to 92mm, stroked to 89mm, capacity 2,367cc,
  - compression 12.6 to 1
  - BP 98 Ultimate friendly
  - forged pistons, 144kW on chassis dyno, approximate 250BHP
  - 48mm twin Webers
  - custom 4 into 1 Extractors
  - This is a freshly rebuilt unit and has only run for 500km

- **Gearbox**
  - Volvo M400, four speed, a very strong and reliable unit out of a six cylinder Volvo 164 model
  - close ratio gear set on 1st, 2nd and 3rd by Albins Off Road Gear
  - Heavy duty button clutch

- **Front End**
  - original king pin suspension, modified and strengthened,
  - Custom Rose jointed top wishbone.
  - Suspension – Murray Coote Australia remote canister, adjustable Bump and Rebound, heavy duty springs.

- **Rear End**
  - Parallel 4 link and Watts linkage with adjustable roll centre
  - Toyota Hi-Ace banjo
  - KAAZ 2 way
  - LSD, alloy carrier, 4.1 ratio, custom axles by MSF Racing Components,
  - coil over dampers, adjustable trailing arms, fully floating cambered hubs,
  - Heavy duty Tail shaft.

- **Brakes**
  - Front 300mm Mercedes Slotted vented Rotors, Nissan R32 4 pot calipers
  - Rear 300mm Nissan R32 Slotted vented rotors, Nissan R32 twin pot calipers
  - Brake balance bar
  - Hydraulic Handbrake

- **Radiator and cooling**
  - three core radiator, electric cooling fan

- **Miscellaneous**
  - Twin Facet Fuel pumps
  - huge air horns
  - Bond alloy full roll cage with cross brace under dash
  - Velo Seats
  - high quality paint work by Ned McGovern, Spies Hecker 2 Pack Porsche red
  - Six Cosmic Platinum, 16” x 6.5”wheels by Performance Alloy Wheels with soft compound Tarmac tyres
  - RHD conversion with Engineer’s Certificates, collapsible steering column, receipts for all work and parts
• **Spares**
  - extensive list, can be provided to interested parties

• **Results**
  - extremely successful in Targa Tasmania Classic Handicap Competitions, full details available on request